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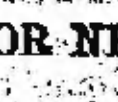
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**WARRACK LINE OF STEAMERS**  

**ON TUESDAY, the 23rd instant,**  
 at 4 p.m.  
 This Steamer will sail for Yokohama  
 for First and Second class passengers  
 and carries a Doctor and a Surgeon.  
 For Freight or Passage apply to  
**SEYMOUR & CO.**  
 10, Collyer Quay.  
 Hongkong, January 15, 1895.  
**WARRACK LINE OF STEAMERS**  
**FOR SHANGHAI, ROME AND**  
**YOKOHAMA.**  
 The steamer **WARRACK** will sail  
 on **TUESDAY, the 23rd instant,**  
 at 4 p.m.  
 For Freight or Passage apply to  
**SEYMOUR & CO.**  
 10, Collyer Quay.  
 Hongkong, January 15, 1895.

23rd Instant.  
For Freight or Passage apply to  
**DODWELL, CARMEL & CO.**  
25, QUEEN STREET, SINGAPORE.  
HONGKONG, January 17, 1894.

**INDO-CHINA STEAMNAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
The Co's Steamship, Captain R. Goss, will be despatched at above time.  
For Freight or Passage apply to  
**JARDINE, MATHESON & Co.**  
General Managers.  
HONGKONG, January 17, 1894.

**SHIRE LINE OF STEAMERS.**  
**FOR NEW YORK VIA SUEZ CANAL.**  
  
*The Steamship "Glen"*  
 Captain Down, will  
 be dispatched for the above  
 Port on the 29th Instant.  
 For Freight or Passage, apply to  
**DODWELL, CARROLL & Co.,**  
 Agents.  
 Hongkong, January 20, 1894.

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**SHELL LINE**  
**FOR HAMBURG AND LONDON.**  
  
*The Steamship "Shell"*  
 Captain Goerny, will  
 be dispatched for the above  
 Ports on or about the 30th Instant.

For Freight of Passage, apply to  
**RHEWAN & Co.**  
 Agents.  
 Hongkong, January 4, 1894.

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**Sailing Vessels:**

**FOR NEW YORK:**  
 The S/S *L.T.T. American* Ship  
*Kentworth*  
 Leaves: Monday, 10th at 5 a.m.  
 Passes: Master, now at the Agents  
 Port, and will leave quick dispatch.  
 For Freight, apply to  
**SUEWEN & CO.**  
 Hongkong, December 5, 1893.

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**FOR SAN FRANCISCO.**  
 The 100 A.J. British Ship  
*Macmillan*  
 Leaves: Tuesday, 12th at 10 a.m.  
 For Freight, apply to  
**SUEWEN & CO.**  
 Hongkong, December 5, 1893.

For the above Port and  
have quick Despatch.  
For Freight, apply to  
SHENWAN & Co.  
Hongkong, December 1, 1895.

**Not Responsible for Debits.**  
Neither the Captain nor the  
Owners will be responsible for  
any Debt contracted by the Officers  
or Crew of the following Vessels, during  
their stay in Hongkong, Canton, or  
Lootah, Italian Bark, Captain  
CHARRAS, D. Muscat.  
Madrasan, British ship, Captain  
Guthrie, Government.

**WINDSOR HOTEL.**  
(In Connaught Place).

**THE PRIVATE Hotel** Hongkong  
**IN WINDSOR HOUSE** has now been  
 Removed to **COEN AUGHT HOUSE**  
 Outside "MADRID STREET" and  
 "EIGHT-BED ROOM" has its own Bath Room  
 Hot and Cold "water" Passenger Service  
 to all Floors.  
 Chaperon from 12 to 14 day  
 Special Rates for Families  
 Board, Office and Rooms  
 furnished, and Rooms with  
 Board, by day or month. Apply  
 Office, No. 37, St. David  
 Hongkong, August 23, 1892.



## To-day's Advertisements.

## ABRIDGED PROSPECTUS OF THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

CAPITAL. \$150,000.  
Divided into 60,000 Shares of \$2.50 each.  
(Of which not more than 25,000 will be offered for Subscription.)

TERMS.—50 cents per share on application.  
50 " " " on allotment.  
50 " " " on the 31st March, 1894.  
50 " " " on the 30th April, 1894.

The balance at call in instalments of not more than 50 cents per share—one month's notice to be given in respect of each instalment called up.

Application for Shares, accompanied by a deposit of 50 cents per share, must be sent in to the Hongkong and Shanghai Banking Corporation on or before the 31st day of January, 1894.

For Form of Application apply to the Hongkong and Shanghai Banking Corporation, and the STOCKBROKERS' ASSOCIATION of Hongkong.

General Manager of Hongkong: G. H. STEVENSON.

Consolidating Committee: DAVID GILLES.

JAMES HILLINGTON, COUGHTRE, POON PONG.

Secretary pro tem.: W. H. POTTS.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Solicitors: JOHNSON, STOKES & MASTER.

THIS Company is formed to acquire all the properties and assets of the Balmoral Gold Mining Company, Limited, now in Liquidation, and hereinafter called the Old Company.

These properties and assets are as follows:—The property known as 'The Balmoral,' 'The Queen of the Mount,' and 'The Eureka,' for which £10,665 Cash was paid by the Old Company, and Machinery and other Assets necessary and useful to the New Company, valued at £24,000 making in all \$14,565.

Consideration to be paid on purchase from the Old Company and its Liquidator, 22,686 shares to be allotted to shareholders in the Old Company, \$2 per share to be paid up, and to have been paid up, (with a liability of \$1 per share: 50 cents to be paid on application, and the balance to be at \$1.50.)

Debts owing by the Old Company and expenses to date of and including registration of the present Company... 24,600

N.E.—Many of the creditors of the Old Company have consented to take fully paid-up shares in lieu of cash... 69,072

\$1 per share on 22,686 shares above mentioned... 22,686

\$3 per share on 19,114 shares... 57,342

Capital of the Company... \$150,000

From the above Statement it will be seen that the Company pays the Old Company (in shares) considerably less than their outlay for the purchase of the properties and machinery.

It is believed that the properties above mentioned contain very valuable mines—this belief being based on the following grounds:

(a) The favorable reports which have from time to time been made on the property by Messrs Cox and Staves, and Mr. Himmerson, independent mining experts of good standing and repute in Australia, and the fact that the reports accompany the Prospectus, and the reports themselves, together with Plans of the properties, are open to inspection at the Office of the Liquidator, No. 1, Duddell Street, Hongkong.

(b) From the Extracts from the report of Mr. CARL WILHELM GROZKA, the Liquidator of the Old Company, it appears that there is a consensus of opinion, on the part of those acquainted with the facts, that these are valuable mining properties.

(c) Gold to the value of \$100,000 has been taken out of these properties and this without any real attempt to develop the mines by sinking deep shafts.

(d) The mines when worked by tributors (i.e., a few miners who from time to time have leased the right to work) have always made large profits for the workers. Before the Old Company was formed upwards of 3,448 oz. of gold were won from about 1,500 to 2,000 tons of stone, and within the past 12 months tributors on the properties are getting out stone in considerable quantities yielding from 1 oz. to 24 oz. to the ton. The workings of the tributors will not interfere with the sinking of shafts and development of the property and their right of tribute will expire in September 1894.

(e) In parts of the Balmoral property the reef has yielded as much as 4 oz. to 7 oz. per ton, and it is confidently expected that, with certain necessary expenditure in sinking and driving and in the purchase of additional machinery, these properties will turn out gold in very paying quantities.

(f) The Government of New South Wales have promised £100 towards shaft-sinking on the Balmoral property, and the Government Prospecting Board described 'The Queen of the Mount' as a splendid property.

(g) On the Queen of the Mount property, in 1892, 429 tons yielded 466 oz. of gold.

Both these properties and the Eureka property are more fully referred to in the extracts from Reports which accompany the Prospectus.

It is believed that the success of the Old Company was due to the gross mismanagement, ignorance and waste of money at the Mines. The present Company intended to secure the services of a business manager from Hongkong in active management of the mines, and under whose management the money of the Company will be applied honestly and satisfactorily in the development of the properties.

Prospectus and Forms of Application for Shares can be obtained on application to the Hongkong and Shanghai Banking Corporation, or from the STOCKBROKERS' ASSOCIATION of Hongkong.

Hongkong, January 22, 1894.

## To-day's Advertisements.

## LADIES' RECREATION CLUB.

THE Tenth Annual General Meeting of the LADIES' RECREATION CLUB will be held in the City Hall, on TUESDAY, the 30th January, at 12 o'clock.

FLORENCE C. HAWKINS, Hon. Secretary.

Hongkong, January 22, 1894.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL.

The Co.'s Steamship, *Kintok*, Capt. G. H. KEMP, Commander, will be despatched at 11 o'clock a.m.

above TO-MORROW, the 23rd instant, at 11 o'clock a.m.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, January 22, 1894.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

The Co.'s Steamship, *Harlow*, Capt. ROBERT, will be despatched for the above

Ports on WEDNESDAY, the 24th inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, January 22, 1894.

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship, *Tanaka*, Capt. WADSWORTH, will be despatched at 10 a.m.

WEDNESDAY, the 24th inst., at 10 a.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, January 22, 1894.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship, *Yungang*, Capt. WADSWORTH, will be despatched at 5 p.m.

WEDNESDAY, the 24th inst., at 5 p.m.

This Steamer has superior first-class Passenger Accommodation.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, January 22, 1894.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship, *Palmyra*, Capt. JACOBSON, will be despatched at 5 p.m.

THURSDAY, the 25th inst., at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, January 22, 1894.

## Occidental &amp; Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Despatched via Nagasaki, Kobe, Yokohama, and Honolulu... THURSDAY, Jan. 25, at 1 p.m.

Despatched via Nagasaki, Kobe, Yokohama, and Honolulu... WEDNESDAY, Feb. 14, at daylight.

Despatched via Nagasaki, Kobe, Yokohama, and Honolulu... THURSDAY, Mar. 15, at daylight.

THE Steamship *OCEANIC* will be despatched for SAN FRANCISCO, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, 25th January, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets, granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be received at address in full, and same will be received at the Company's Office and sent to the Office of Origin, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 75, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, January 22, 1894.

## To-day's Advertisements.

## D'ARCO'S MARIONETTES.

PANTOQUES FRANÇAISES.

OWING TO THE PHENOMENAL SUCCESS AND POPULAR DEMAND.

The Management of the above Company have decided to extend their stay in Hongkong for

ONE WEEK LONGER, commencing

TO-NIGHT (MONDAY), 22nd JANUARY.

To afford those who have not yet visited this unrivalled Performance an opportunity of doing so, there will be a

GRAND REDUCTION OF PRICES.

Boxes... \$1.50

Stalls... 1.00

Pit... 0.50

Galleries... 0.25

Children half-price to all parts except Gallery.

Box Plan at Messrs. KELLY & WALSH'S.

Afternoon Performances will be given on Wednesday and Saturday, at 3 p.m.

Sole Proprietors, Messrs M. & S. D'ARCO.

Hongkong, January 22, 1894.

## NOTICE.

HONGKONG AND SOUTH CHINA MASONIC BENEVOLENCE FUND CORPORATION.

THE Annual MEETING of the above CORPORATION will be held at MASONIC HALL, on FRIDAY, the 26th instant, at 6.30 p.m.

A. O'D. GOURDIN, Secretary.

Hongkong, January 22, 1894.

## GOVERNMENT NOTIFICATION.

No. 8.

THE following Particulars of SALE OF CROWN LAND by Public Auction, to be held on the Spot, on MONDAY, the 29th day of January, 1894, at 3 p.m., are published for general information.

By Command, G. T. M. O'BRIEN, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 13th January, 1894.

Particulars of the Letting by Public Auction Sale, to be held on Monday, the 29th day of January, 1894, at 3 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land at Temple Street, Yau-mai, in the Colony of Hongkong, for a term of 70 years.

Particulars of the Lot.

Boundary Measure—meters.

Area—square meters.

Area—square feet.

Area—square fathoms.

Area—square rods.

Area—square chains.

Area—square miles.

Area—square leagues.

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## To-day's Advertisements.

## HAILING, British etc., 783, J. S. Road.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, January 22, 1894.

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ARNHOLD, KARBURG &amp



It almost impressed with the stone from the mine, and said hard dark blue quartz, but that kind does not lie out so near as we thought it would, and will go down a great depth. To the high opinion held of Mr. Nichols, the managing agent of the mine, and that competent authority, I will re-extract from an article in the *American Chronicle*, N. S. W., Aug. 10th, 1890, with respect of his approaching departure from the New England district, and of his management of the mine, that he has held property, which appears to have been about on its last legs when he took over. "It is often said that a mine manager or owner has to credit such a good record as Mr. Nichols has in connection with the Broken Hill mine. To the fact that the average crushings is a big task in any mine, has done it with the Freebush alone, history of the Broken Hill affords another proof of his up and down, which mines have to be managed with a great deal of what, properly managed, it pays well, and in the interest of the we give particulars of its work: The lode is a gigantic one, the ore, however, of a comparatively low grade, requires a double amount of crushing, and concentrating plant, and cost-breaking. Mr. Nichols' work so far this, as he has been able to get 80 to the ton, and that average from a 80 to 100 must prove highly remunerative. In about a month or so, the new large mine, which was then apparently a saga. The shares were quoted at 20, fact it looked as if Broken Hill was to the list of New England failures. Made alterations in the battery and the plant of the mine, and the result that for the past twelve months Broken Hill have had a market value, not a boom but one based on the opinion that this party would be a payable one. From time up to the present Mr. Nichols has been an average. Unfortunately, however, on the very eve of his departure from the district, Mr. Nichols is going away, and though work he has done will bear its fruits, we feel constrained to award a rank in his own mind, and to the fact that Mr. Nichols' departure the district is a serious step, a gentleman who is so fit a miner in every respect. Starting as known, he has shown us what can be done with Broken Hill, and made a name for himself, and his work will be remembered by his countrymen."

**THE BOKHARA MONUMENT**  
**SAND ISLAND.**

In the course of the visit of the *H.S. Porpoise* to the Sandwiches, published in the *Government Gazette*, Captain says:—

Her Majesty's ship *Porpoise* arrived at the Western side of Sand Island on December, 1892, at 7 1/2 a.m., fresh blowing, the time which made our excursion difficult.

A working party in charge of an was at once sent on shore with supplies for bringing off the "skid" which was by H.M.S. *Porpoise*, but owing to the island proving to be so low, although the island underwent the most careful search the party who landed; it is presumed Chinese fishermen must have found and carried it away for firewood. Two Chinese fishermen, however, were taken in a small hut on the island, and from the skid was described to them they of any knowledge of having seen it.

I inspected the graves and found that the Chinese were getting to be a goodly number. Chinese or fishermen are thing required on their terms excepting have substantial houses fixed over the mounds to make the respective places prominent. The two fishermen already mentioned were shown a large number of that there was no fear of anyone molesting the graves or obelisk.

I walked round every part of the island and saw nothing further of interest. The obelisk appears finally planted on the shore of the island, about a quarter of a mile from the shore, and at a distance, in fact in clear weather: it made out from the lighthouse, a distance of 10 miles, the keeper informing me it often made it out.

The words on the obelisk are as follows:—

These are the residences of Hongkong memory of those who perished in the wreck of the *Bokhara* on the 10th of October, 1892.

I was somewhat surprised to find the names of the Europeans who were the names of the Europeans were omitted.

Mr B. Watkins, engineer of this ship, accompanied me on shore and various graphic views of the obelisk and scene of the disaster were taken, which will be forwarded to the Admiralty. I was disappointed to find that the Chinese were not so numerous as I had expected. The *Samson* was employed

SECOND CLASS.

<i>Kitten</i> .....	Mary	.....	scratch
<i>Ella</i> .....	Daniel	.....	4 min.
<i>Ella</i> .....	Lammer	.....	5 "
<i>Cam</i> .....	Howell	.....	7 "
<i>Seabreeze</i> .....	Westcott	.....	11 "
<i>She</i> .....	Gale	.....	13 "
<i>Mary Ann</i> .....	Loman	.....	30 "
The boat crossed the line and beat the others more or less close together. The <i>Cam</i> overhauled the leading boat, and the running up to the Kowloon buoy, followed pretty closely by the fleet, with the exception of the <i>She</i> , who was left behind. The <i>Sigs</i> getting mixed with the men-of-war at the start was 0 minutes behind the others coming to the Harbour. The <i>Mary Ann</i> gave half-way across to the buoy, finding the two much for an open track of half size and area of flag. After it round the Kowloon Dock buoy, the boats found it necessary to jibe, some of them did so in the style that have made the hair of the men who were back for an open track down Blackhead's Point, the <i>Cam</i> was the one to try her spinaker. At Blackhead Point another jibe was necessary, and it reached to Cosmopolitan Dock. The <i>Seabreeze</i> equals the <i>Cam</i> was expected to follow in the wake of the <i>Cam</i> when the <i>Cam</i> was rounded in the following times:—			
		H. M. S.	
<i>Cam</i> .....	12	14	1
<i>Pearl</i> .....	12	19	1
<i>Seabreeze</i> .....	12	19	8
<i>Ella</i> .....	12	21	8
<i>She</i> .....	12	23	3
The boats started their "order" at Green Island mark, boat, no spinaker being set, and the men took the following times:—			
	H. M. S.		
<i>Cam</i> .....	12	42	1
<i>Pearl</i> .....	12	46	4
<i>Kitten</i> .....	12	48	1
<i>Seabreeze</i> .....	12	51	8
<i>Ella</i> .....	12	51	8
<i>She</i> .....	12	53	3
Beating up to windward the <i>Ella</i> and <i>Kitten</i> then the <i>Hongkong</i> came over the line, the <i>Cam</i> got round the Kowloon buoy, the <i>Seabreeze</i> and <i>Pearl</i> crossed over, joined the <i>Ella</i> and <i>Kitten</i> . The <i>She</i> got round the Kowloon buoy, and was rather overhauling the marks and got			

BOWLING ANALYSIS.			
HILLS.—FIRST INNINGS.			
	O.	M.	R.
Lowson	12	2	6
Mast	8	2	37
Hewiez	5	—	18
Barton	3	3	29
SECOND INNINGS.			
Lowson	14	5	31
Barton	9	2	31
Hewiez	3	—	8
Strick	2	—	16
PLAINS.—FIRST INNINGS.			
	O.	M.	R.
Frith	14	3	33
Davies	9	2	22
R. F. Lammont	4	4	16

had done on the previous day, coming in from between 100 to 200 fathoms of the stern of the *Hai Phong*, two separate hawvers were passed this time and the tide was passing. The *Krim* tide was the same as the *Hai Phong* guboot was aheadward of the *Krim* steering to the S.E.E. to beat the head of the *Krim* off the bank, but the strength of the current was such that it took the head of the *Krim* about half past five o'clock and the anchor, but she still drifted leeward of the hawvers, the *Krim* then swung to the tide and remained steady, when the tide slackened the *Krim* dropped nearer to the stern of the *Hai Phong*, got under way without the assistance of the *Hai Phong* guboot, the tide was against him and he had to let go.

I have now told you the question whether the plaintiff was entitled to a salary or remuneration for his services as a *Pharyng*. The facts are fully set out in the evidence. It is admitted that the *Pharyng* was on occasion the plaintiff's *Pharyng* and was engaged; he was not, however, in the plaintiff's service as a *Pharyng* but as a *Pharyng* of other persons. As many persons actually were engaged by the plaintiff, it is not possible to determine whether the plaintiff was entitled to a salary or remuneration for his services as a *Pharyng*. The vessel was a *Pharyng* and was in fact a *Pharyng* by the efforts of the plaintiff and others, and he was a *Pharyng* of the vessel. We have seen above that the plaintiff was in fact a *Pharyng* by the efforts of the plaintiff and others, and he was a *Pharyng* of the vessel.

[illegible][illegible]

SECOND INNINGS.			
Firth .....	16	3	41
R. E. Lammert....	15	7	30.

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**SUPREME COURT.**  
**IN COLONIAL COURT OF VICE**  
**ADMIRALTY.**  
*(Before His Honour Mr. E. J. Ackroyd,*  
*Puine Judge, with Captain Hastings*  
*as Referees.)*

Monday, January 22, 1894.

THE "KRIM," HATHONGH'S SALVAGE CASE.

Judgment in the claim made by the owners, master and crew of the Norwegian steamer *Krim* against the Messageries Maritimes, owners of the French steamer *Hathongh*, for salvage services, was delivered to-day.

Mr. J. J. Francis, Q.C., instructed by Mr. H. L. Donny, represented the plaintiffs, and Mr. A. J. Leach, Q.C., instructed by Mr. E. O. Ellis (of Mr. V. D. Smith's office) represented the defendants.

The Lordship said—This was a suit instituted by the above-named plaintiffs against the defendants, in which they claimed the sum of \$16,000, since reduced to \$15,500, as the value of the cargo of the *Krim* saved from the 25th to the 29th March in view of the Straits of Hainan. The principal more important facts are not disputed. The *Krim* is an iron screw steamer of 400 tons net, and 430 gross, with 100 horse power, and 532 indicated, and is of value of \$20,000 or thereabouts. *Hathongh* is an iron screw steamer of 300 tons register, engines of 350 H. P., and of the value of \$35,000, or with her cargo of 4300 tons of sugar, of \$100,000.

*Hathongh* was on a voyage from Hongkong to Haiphong and was going at half-speed when at about 1:15 p.m. she came on bank or danger ground on the South and minute of Hainan Head, the Captain and his passengers were obliged to get off but without success; about an hour and a half after he had grounded he was taken coming towards him. At 3.40 that day the *Krim* was passing the *Hathongh* and she was ordered to go to Longcong with a full cargo of sugar when those on board saw the *Hathongh*. The Captain first thought the *Hathongh* was meeting him, then she saw

at 10.31, this time the gunboat  
a hawser direct from the Haiphong  
gunboat being between the Krim  
the bank, the Krim commenced to  
full speed ahead and the rope broke;  
further attempt was made, the K  
anchored for the night; the next morn  
the Captain received a note from the Cap  
of the Haiphong thanking him for  
services but saying that he did not w  
him any more. The Krim therefore sa

*Haytham* had been discharging cargo the 28th and 29th and got off about 10 hours after the *Krim* left by putting up an anchor astern. The *Krim* was in the water at the same time. The *Krim* claims that all the expenses for the *Haytham* were paid for by the *Krim* inasmuch as the *Haytham* was allowed her, as the grounding was fault of her but was an accident with no negligence on the part of the *Haytham* and the *Krim* was not responsible in the assistance to the *Haytham*, that the *Krim* was not to be held responsible for the expenses, in their answer, allege that the master of the *Krim* did not proceed towards the *Haytham* with ordinary care and caution, that the *Krim* brought the *Haytham* to the beach and that the *Krim* argued about a cable's length from the stern of the *Haytham* through the *Krim*'s masts and want of skill of those aboard. This is a most important point to decide, and it is necessary for the *Krim* to establish that the nature of the case and the steps or measures which the *Krim* took or executed to carry out request. Mr Francis in his reply said it was a request to proceed to the assistance of the *Haytham* to make her comfortable. The original complaint of the *Haytham* is as follows:—The Captain of the *Haytham* says, when he saw the *Krim* sent an officer to ask for assistance. Helliard, the officer who went on board the *Haytham*, says that the *Krim* was not in distress but had sent him on to assist the *Krim* had then stopped and he says told the Captain there was a wreck to current and it was dangerous to stop and that the Captain then sent a boat to the wreck and the *Krim* told the Captain that he could come to the wreck in 400 metres of the *Haytham*, that it was necessary for him to anchor, that when he wanted to come closer to the *Haytham* he could do so by pulling on this cable. The Captain promised to do this, and the

made, and as far as the evidence goes only attempt which gave any result the second which took place on the 22nd. The captain of the *Krim* says that when he went on board of the *Haiphong* on the evening of the 23rd after the hawser had parted the second time, the captain of *Haiphong* told him that he had moved the vessel about 18 or 20 metres. He saw nothing else; and further at page 10 of his evidence the captain of

the *Haiphong* had been moved eastward. The captain of the *Haiphong* says he told the captain of the *Krim* that he was going to move the ship. I told him that she had made an angle about 8 deg.; the bow went to the right, stern to the left. Under the strain of low lines and while being towed she moved when the towing ceased and made her original position. He said that the captain of the *Krim* said; he made no observation the ship only moved as on a pivot. It is seen that the only means that the captain had of ascertaining whether the ship was being towed was by the compass. He says that the ship was not, were in slightest degree; all that was done that by the effect of the engines and the tightening of the ropes the ship moved from 68 deg. to 70 deg. but as the ship was being towed the compass was not out of position. She did not move there because if she had moved several metres she would have been affected. I said that while the attempts being made he was sometimes ahead and sometimes behind. He said that he did not over the side it was impossible for us to say whether the ship moved or not, deciding whether any beneficial service rendered it is necessary to consider the course the Captain of the *Krim* intended to take. He said that the officer of the *Haiphong*, when he came on board the *Krim* on Saturday said he would give him a from the stern; he was manoeuvring to take the rope when he went forward. I said that he was on the bow of the *Haiphong* on the night of the storm but no plans were settled nor did discussion ever take place between the captain as to the means to be adopted; I said that he was on the bow of the *Krim* on the 25th, and a discussion

entitled to remuneration even if the vessel had not been salvaged. Recognizing promptitude with which the captain of *Krim* came to the assistance of *Haiphong*, the responsibility which accepted, and taking into consideration the loss of time, deduction from share money and other items of loss, I award plaintiff a sum of \$2,600 and costs.

Bangkok, January 22, 1894.																																																					
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Bank of England.....	100	100	100																																																		
On demand.....	100	100	100																																																		
30 days sight.....	100	100	100																																																		
6 months sight.....	100	100	100																																																		
Credit, 4.....	100	100	100																																																		
Documentary, 4 months sight.....	100	100	100																																																		
On Paris.....	100	100	100																																																		
On demand.....	100	100	100																																																		
Credit, 4 months sight.....	100	100	100																																																		
On Berlin.....	100	100	100																																																		
On New York.....	100	100	100																																																		
On demand.....	100	100	100																																																		
Credit, 60 days sight.....	100	100	100																																																		
On Bombay.....	100	100	100																																																		
Wire.....	100	100	100																																																		
On demand.....	100	100	100																																																		
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On demand.....	100	100	100																																																		
30 days sight, private paper.....	100	100	100																																																		
Gold Leaf, 100 fine (per sheet).....	100	100	100																																																		
Townsend (Bank's buying rate).....	100	100	100																																																		
Silver (per oz.).....	100	100	100																																																		
<p align="center"><b>HONGKONG REGISTER</b></p> <table border="1"> <thead> <tr> <th></th> <th>Barometer</th> <th>Thermom.</th> <th>Wind</th> <th>Direction</th> </tr> </thead> <tbody> <tr> <td>Barometer.....</td> <td>30.05</td> <td>30.12</td> <td>30.12</td> <td>30.12</td> </tr> <tr> <td>Thermom.....</td> <td>60.5</td> <td>64</td> <td>64</td> <td>64</td> </tr> <tr> <td>Humidity.....</td> <td>80</td> <td>87</td> <td>87</td> <td>87</td> </tr> <tr> <td>Direction of.....</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Wind.....</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Force.....</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Moisture.....</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Height (open air) temperature on the Standard.....</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Lowest open air temperature on the Standard.....</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p align="right">F. G. FINE First Assistant</p> <p align="center">Hongkong Observatory, Jan. 22, 1894.</p>					Barometer	Thermom.	Wind	Direction	Barometer.....	30.05	30.12	30.12	30.12	Thermom.....	60.5	64	64	64	Humidity.....	80	87	87	87	Direction of.....					Wind.....					Force.....					Moisture.....					Height (open air) temperature on the Standard.....					Lowest open air temperature on the Standard.....				
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## NEWS BY THE AUSTRALIAN MAIL.

**THE QUEEN'S VISIT TO THE CONTINENT.**  
London, Dec. 27.—The Queen will leave London for Florence on March 22. Her Majesty will remain there for a month, after which she will proceed on a visit to the Duke and Duchess of Edinburgh (Duke and Duchess of Edinburgh), at Coburg, in Saxony-Gotha, where she will stay a week.

**THE DUCHESS OF YORK.**  
The announcement of the Duchess of York is expected to take place in May.

**AN AUSTRALIAN ABOLITIONIST.**  
An attempt to commit suicide.

London, Dec. 28.—It is rumoured in Berlin that Archduke Otto of Austria (brother of Archduke Ferdinand) who lately visited Australia has attempted to commit suicide.

**THE OUTRAGE AT THE FRENCH CHAMBER OF DEPUTIES.**  
London, Dec. 23.—It is now reported that Vallant, who was wounded by the explosion of a bomb which he threw into the French Chamber of Deputies on 9th December, is in a condition of great danger.

**FRENCH ANARCHISTS AND THE EXECUTION.**  
At Paris, the executioner, the executioner at Paris, having been threatened by anarchists, has asked to be allowed to resign.

**PRESIDENT CLEVELAND'S DAUGHTER.**  
London, Dec. 23.—A plot has been discovered in London, U.S.A., the object of which was to kidnap the daughter of President Cleveland, in the hope of securing the payment of a ransom. Two women were implicated in the plot.

**DEATH OF A DIAMANTIST.**  
London, Dec. 23.—The death is announced of Mr. Henry Pettit, the well-known diamond merchant.

The late Mr. Henry Pettit made a brief appearance on the stage at Sadler's Wells Theatre, at the age of 16. A play which he had written, together with Mr. Paul Morris, turned out a great success at Mr. George Conquest's theatre, the Grecian, determined Mr. Pettit in taking up dramatic writing as a regular profession.

He was an original and most prolific writer, and had taken part in the production of many of the new dramas that have been produced in London for the past eight years. His leading works are "Queen's Evidence," "Black Flag," "The World's History," "Taken in Hand," "In the Banks," "Pettit and G. B. Sims," "Human Nature," "Pettit and Harris," "Harbour Lights," "Pettit and Sims," "Bells of Halesmore," "Pettit and Grundy," "Hands Across the Sea," "Rings of Fate," "London Day by Day," "Pettit and Sims."

**TRAGEDY IN ADELAIDE.**  
Adelaide, Dec. 25.—A shocking tragedy occurred this morning, involving the loss of no fewer than five lives, consisting of a family named O'Leary, who, a few weeks ago, came to Adelaide from Naracoorte, and took a house and small fruit shop in Stuart-street. Henry O'Leary, the husband, aged 33, had been employed boundary rider on Magarey Station, in the south-east, for 10 years, and married Emma Hollister, a servant on the station, 11 years ago. The family consisted of two girls and a boy. There was no suggestion that O'Leary had ever treated any of them unkindly, and his friends were that he was never given way to drink, but was also of a very happy disposition. That he was provided was shown by the fact that he was able to pay £110 for a fruit business in Stuart-street a few weeks ago. Only a few days after starting on his new O'Leary's manner changed, and he became very dependent. This morning, at 6 o'clock, an officer was on his way to groom his horses. He had occasion to call at O'Leary's back yard, and finding no one about and being unable to make himself heard, he entered by the back door. His suspicions being aroused he looked into the room, where a terrible sight met his gaze. In the sitting-room lying on the sofa, which had been made up as a bed, was O'Leary's little boy dead, lying on his right side, with a hammer on the left side of the head. The hands were protruding, and the walls and floor were covered with blood. In a bedroom adjoining were two little girls lying in one bed arranged with their heads opposite each other. Both had small wounds on the head, and the third child was lying on the floor, with signs outside of the horrible O'Leary was doing within the house. Mrs. O'Leary was 34, and was the daughter of an old Naracoorte resident.

**H.M.S. "REVOLUTION."**  
London, Dec. 25.—H.M.S. "Revolution," which was severely strained in a storm in the Bay of Biscay, has been ordered to Portsmouth to be overhauled.

**CALCUTTA NEWS CLUB.**  
Calcutta, Dec. 25.—At the Winter Meeting of the Calcutta News Club today the report of the principal event resulted as under:—

The "Viceroy's Cup," a cup valued at £100, presented by his Excellency the Viceroy, with 8000 rupees from the fund, and a starting sweep of 100 rupees; second horse 1000 rupees, and the third horse 800 rupees from the prize; 15 mile.

Maharajah of Cooh Behar's blik g. High-born, by Grandmaster—Her Ladyship, aged, 8, 10.

**STRIKES OF WELSH STREET WORKERS.**  
London, Dec. 27.—The street workers at Pontypridd, in South Wales, have struck work. The strikers were a number of Scotch and English non-unionists who had been engaged to take the place of the men on strike. The strikers asked the police, who charged and dispersed the mob.

The military has been summoned to cope with any further outbreak.

**MINERS' HITS IN SOUTH AFRICA.**  
London, Dec. 27.—Serious rioting has taken place among the native miners at Witwatersrand, a goldfield near Johannesburg, in the Transvaal, South Africa.

Two thousand miners fought furiously, and 100 were wounded.

## THE ANARCHISTS.

London, Dec. 27.—A widespread anarchist plot has been discovered at Orleans, in France.

**DRINKING AND DUTCH NEW GUINEA.**  
London, Dec. 27.—The Marquis of Ripon, Secretary of State for the Colonies, has sanctioned the proposed new boundary between British and Dutch New Guinea.

**MONTREAL CONFERENCE.**  
London, Dec. 28.—Senator Chandler has proposed that the United States should invite the nations to send delegates to a fresh monetary conference.

**PROTECTION OF THE FRENCH COAST.**  
London, Dec. 28.—The French Naval Office at Paris has demanded a list of private houses and factories occupied by foreigners along the east coast of France. It is understood that the object of this action is to prevent espionage.

**THE TRANSVAAL GOLD-FIELDS.**  
London, Dec. 20.—The yield of gold from the Transvaal goldfields, in South Africa, for 1893, has reached 1,500,000 ozs.

**MAILS.**

**U. S. Mail Line.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**  
City of Rio de Janeiro, Thursday, Feb. 1, at daylight.  
City of Peking, Friday, Feb. 23, at daylight.  
City of Nagasaki, Saturday, Mar. 7, at daylight.

**THE U. S. Mail Steamship CITY OF RIO DE JANEIRO** will be dispatched for SAN FRANCISCO, via KAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on THURSDAY, the 1st February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to all England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service in China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

**J. H. VAN BUREN, Agent.**  
Hongkong, January 13, 1894.

**STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship THAMES, Capt. W. A. SEARON, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 1st February, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship ROME, which vessel takes on her Cargo for LONDON, via SUZ, CANAL, leaving that port on the 24th FEBRUARY, 1894.)**

Bills and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed ad Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to **H. H. JOSEPH, Superintendent.**  
P. & O. S. N. Co.'s Office, Hongkong, January 18, 1894.

**THE ANARCHISTS.**

London, Dec. 27.—A widespread anarchist plot has been discovered at Orleans, in France.

**DRINKING AND DUTCH NEW GUINEA.**  
London, Dec. 27.—The Marquis of Ripon, Secretary of State for the Colonies, has sanctioned the proposed new boundary between British and Dutch New Guinea.

**MONTREAL CONFERENCE.**  
London, Dec. 28.—Senator Chandler has proposed that the United States should invite the nations to send delegates to a fresh monetary conference.

**PROTECTION OF THE FRENCH COAST.**  
London, Dec. 28.—The French Naval Office at Paris has demanded a list of private houses and factories occupied by foreigners along the east coast of France. It is understood that the object of this action is to prevent espionage.

**THE TRANSVAAL GOLD-FIELDS.**  
London, Dec. 20.—The yield of gold from the Transvaal goldfields, in South Africa, for 1893, has reached 1,500,000 ozs.

**MAILS.**

**U. S. Mail Line.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**  
City of Rio de Janeiro, Thursday, Feb. 1, at daylight.  
City of Peking, Friday, Feb. 23, at daylight.  
City of Nagasaki, Saturday, Mar. 7, at daylight.

**THE U. S. Mail Steamship CITY OF RIO DE JANEIRO** will be dispatched for SAN FRANCISCO, via KAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on THURSDAY, the 1st February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to all England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

**1894.**

**SAFETY—SPEED—PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 24th Jan/94.  
EMPEROR OF INDIA, Comdr. G. P. MARSHALL, R.N.R., WEDNESDAY, 21st Feb/94.  
EMPEROR OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 21st Mar/94.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Strait, Good for 9 months \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to **D. E. BROWN, General Agent,** PIPER STREET, 2215

Hongkong, December 27, 1893.

**NOTICE.**  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, SUZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.**

ON WEDNESDAY, the 24th January, 1894, at Noon, the Company's Steamship **MATILDA**, Commandant YANSON, with MALES, PASSENGERS, SPOULE, and CARGO, will leave this Port for the above Ports.

Parcels must be sent to our Office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to **DODWELL, CARILL & Co., Agents.**  
Hongkong, January 22, 1894.

**NOTICE.**  
Cargo will be received on board until 4 p.m. on the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

**J. H. VAN BUREN, Agent.**  
Hongkong, January 13, 1894.

**STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.**

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

**N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.**

ON MONDAY, the 5th day of February, 1894, at Noon, the Company's S.S. **PREUSSEN**, Capt. D. HOOGHMAN, with MALES, PASSENGERS, SPOULE, and CARGO, will leave this Port for the above Ports and Genoa.

Shipping Orders will be granted till Noon on Saturday, the 3rd February, Cargo and Special will be received on board until Noon on MONDAY, the 5th Feb., and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 4th Feb. Contents of Packages are required. No Parcel Package will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to **MELCHERS & Co., Agents.**  
Hongkong, January 13, 1894.

**FOR SALE.**  
**CHINESE SCHOOL BOOKS:**  
**SAM-TSE-KING, TS'IN-TSE-MAN.**  
LITERALLY TRANSLATED AND EXPLAINED BY **DR. E. J. HYTEL.**  
Price: 15 CENTS PER COPY.  
CENTRA MAIL OFFICE, Hongkong, May 17, 1893.

**PRIVATE BOARD AND RESIDENCE.**  
FURNISHED ROOMS, with BOARD. Also Table Accommodation.  
Apply to **Mrs. GILLANDERS, 12, "GLENVIEW BUILDINGS," Wyndham Street.**  
Hongkong, November 21, 1893.

**NOTICE TO MARINERS.**  
No. 232.  
CHINA SEA.

THE Subjoined Notice to Mariners has been received from the ACTING COMMISSIONER OF NAVIGATION at Fusan, Korea:—

**NOTICE TO MARINERS.**  
No. 6.  
FUSAN DISTRICT.  
(Local Notice to Mariners No. 2).  
**ROCK IN WILLES GULF.**

Captain BENJAMIN of the Korean S.S. **Yugent** having reported the discovery of a Rock not marked on the Chart, its position, as described by him, is hereby notified:—

A Rock in Willes Gulf in Latitude 34° 45' N., Longitude 127° 47' 15" E., at low water on the 23rd November, at 1.50 pm, about one foot above water. The North point of an island, name unknown, bearing N.W. by W. 1/2 W. The tide was very low this day, as Jupiter passed the moon, and a gale from the N.W. was blowing at the time.

Captain BENJAMIN believes that:— "The Rock will not be very often uncovered. The name of the place is 'Chasso Yung' in Fusan District."

(Signed) **J. H. HUNT,** Acting Commissioner of Customs, B/O of the Chief Commissioner of Customs, Custom House, Fusan, 18th December, 1893.

By Order of the Inspector General of Customs, **A. M. EISBEE,** Coast Inspector, Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 10th January, 1894.

**SAILOER'S HOME.**  
ANY Cast-off Clothing, Boots, or Papers will be thankfully received at the Sailors' Home, West Point, Address: Care of SUPERINTENDENT.

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## Intimations.

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